

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4853.

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WEDNESDAY, SEPTEMBER 23, 1903.

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號三廿九英港香

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SINGLE COPY, 10 CENTS.

BANKS.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,210,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
CANTON. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" " 4 "

" " 3 "

TARO HODSUMI,
Manager.

Hongkong, 11th September, 1903. [10]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$6,000,000
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON. N. A. Siebs, Esq.
E. Goett, Esq. H. W. Slade, Esq.
C. Michelau, Esq. C. A. Tomes, Esq.
H. Schubert, Esq. E. S. Wheeler, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 5% per cent. per Annum.
For 6 months, 5% per cent. per Annum.
For 12 months, 4% per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PE
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA,
LIMITED.

Autorised Capital \$1,000,000

Paid up Capital 324,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chan Kit Shan, Esq. Scott Harston, Esq.
Chow Tung Shang, Esq. J. Lauts, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 12th May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Calcutta. Hankow.
Tientsin. Tsingtau (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.
Hongkong, 1st September, 1903. [16]

**HONGKONG
HOTEL.**
Military Band during dinner on Saturday Nights.

Hongkong, 1st November, 1900.

GUARANTY TRUST COMPANY OF
NEW YORK
(AMERICAN BANK).
ESTABLISHED 1864.

PAID UP CAPITAL U.S. Gold
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:
PARIS BANK, LIMITED.

HONGKONG OFFICE:
4, DES VŒUX ROAD.

General Banking and Exchange business
transacted.

INTEREST ALLOWED
On Current Accounts at 2% per annum.

On Fixed Deposits:

For 3 months 2½% per annum.

" 6 " 3½ "

" 12 " 4 % "

E. F. GROS,
Acting Manager.
Hongkong, 1st December, 1902. [16]

1698

Hongkong, 11th September, 1903. [10]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES
OF AMERICA IN CHINA AND THE
PHILIPPINE ISLANDS.

Capital paid in, ... Gold \$4,000,000... £ 820,000
Surplus (Reserve) Gold \$4,000,000... £ 820,000

Total Gold \$8,000,000... £ 1,640,000

Capital and Surplus authorised, Gold \$10,000,000
= £ 2,050,000.

LONDON BANKERS:
THE NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

The Corporation buys and sells Bills of
Exchange, issue Letters of Credit and carries
on every description of Banking and Exchange
business. Money received on Current Deposit
Account at the rate of 2 per cent. per annum
on the daily balances, and on Fixed Deposit
as follows:

For 12 months, 4½% per annum.

" 6 " 4 % "

" 3 " 3 % "

HONGKONG BRANCH:
20, DES VŒUX ROAD, CENTRAL.

CHARLES R. SCOTT,
Manager.

Hongkong, 26th May, 1903. [10]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

SHANGHAI, CHINA.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENSIN.

PEKING.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
Places, and Sells Drafts and Telegraphic Trans
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS...

3% per Annum Fixed Deposits for 3 months.

4% " " 6 "

5% " " 12 " E. W. RUTTER,
Manager.

Hongkong, 12th August, 1903. [12]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £ 600,000

RESERVE LIABILITY OF SHARE
HOLDERS £ 600,000

RESERVE FUND £ 725,000

INTEREST ALLOWED ON CURRENT
ACCOUNT AT THE RATE OF 2 PER CENT. PER
ANNUM ON THE DAILY BALANCES.

On Fixed Deposits for 12 months, 4% per cent.

" " 6 " 3½ "

" " 12 " T. P. COCHRANE,
Manager.

Hongkong, 18th May, 1903. [12]

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
KOBE	MAZAGON	About 23rd September	Freight only.
SHANGHAI	CORONADEL	About 25th September	Freight and Passage.
LONDON, &c.	BALLAAKAT	Noon, 26th September	See Special.
YOKOHAMA VIA SHANGHAI and KOBE	F. R. Summers	September	Advertisement.
SHANGHAI, KOBE & YOKO HAMA	A. Thompson, R.N.R.	About 3rd October	Freight and Passage.
(Passing through the Inland Sea)	MALTA	About 9th October	Freight and Passage.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARESILLES	G. W. Gordon, R.N.R.	About 17th October	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 22nd September, 1903.

[14]

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD. HAMBURG-AMERIKALINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, SUZZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Stemers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

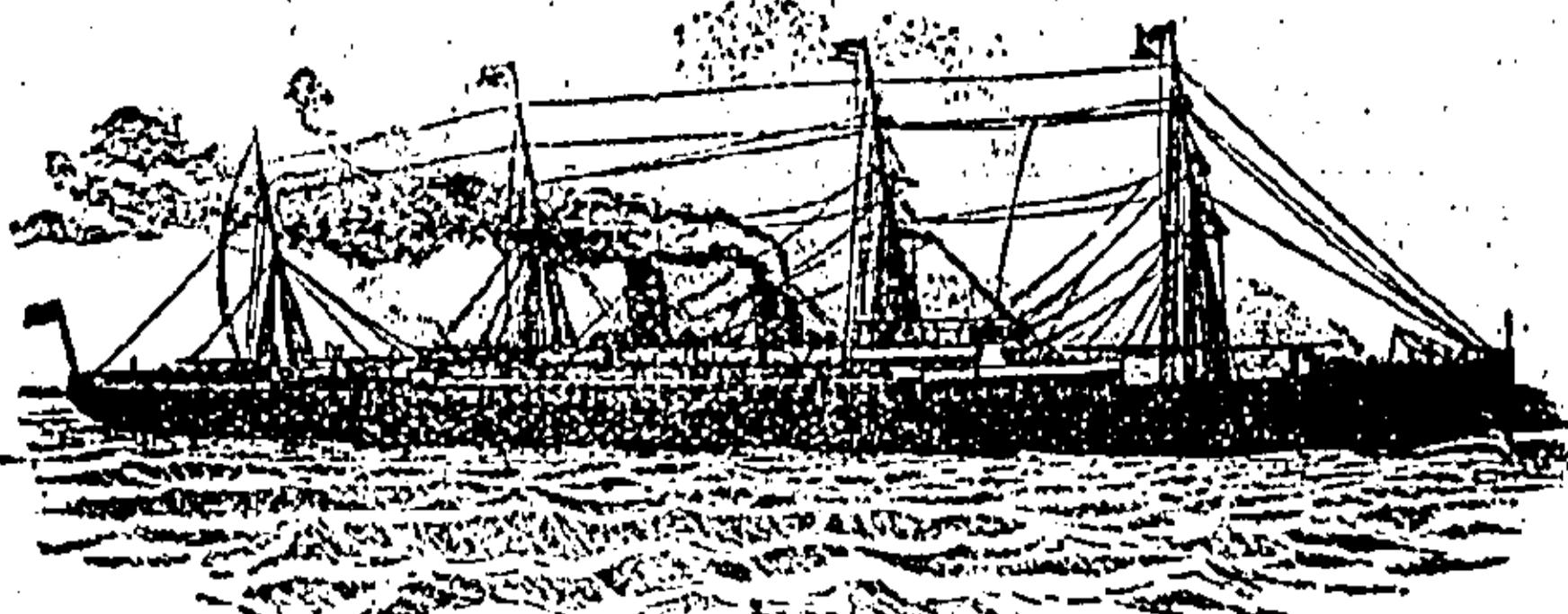
PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ZIETEN	WEDNESDAY, 30th September.
SEYDLITZ	WEDNESDAY, 14th October.
KOON	WEDNESDAY, 28th October.
PREUSSEN	WEDNESDAY, 11

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	SATURDAY, 26th September, at Noon.
"AMERICA MARU"	SATURDAY, 3rd October, at Noon.
"KOREA"	TUESDAY, 13th October, at Noon.
"GAELIC"	TUESDAY, 20th October, at Noon.
"HONGKONG MARU"	WEDNESDAY, 28th October, at Noon.
"CHINA"	FRIDAY, 6th November, at Noon.
"DORIC"	SATURDAY, 14th November, at Noon.
"NIIPPON MARU"	TUESDAY, 24th November, at Noon.
"SIBERIA"	WEDNESDAY, 2nd December, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-20th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 26th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passenger holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Panama, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 16th September, 1903.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 7th October.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 21st October.
"ATHENIAN"	3,882	WEDNESDAY, 4th November.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 18th November.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 16th December.
"ATHENIAN"	3,882	WEDNESDAY, 13th January, 1904.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 27th January.
"TARTAR"	4,425	WEDNESDAY, 10th February.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 24th February.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 6th March.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 30th March.
"ATHENIAN"	3,882	WEDNESDAY, 20th April.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 27th April.
"TARTAR"	4,425	WEDNESDAY, 11th May.

THE magnificient "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS) saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALatial OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALatial STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FACHTDAMPFER DIENST.

(Taking cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIc PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ABESSINIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	6th October. Freight.
BRISGAVIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	20th October. Freight.
SAXONIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	3rd Nov. Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 9th September, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM."	2,363 tons.	Captain H. D. Jones.
"POWAN"	2,338	G. F. Morrison, R.N.R.
"FATS HAN"	2,360	A. W. D. N.
"HANKOW"	3,073	C. V. Ross.
"KINSHAN"	2,360	J. J. Lessius.

Departures from HONGKONG to CANTON daily at about 7 A.M. and 10 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons.	Captain W. E. Clarke.
Do.	from Macao	to Hongkong

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. Sunday Do. from Macao to Hongkong daily at about 7.30 A.M. excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"

2,19 tons.	Captain T. Hamlin.
Do.	leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 P.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING,"	569 tons.	Captain R. D. Thomas.
Do.	"SAINAM,"	B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD

Hongkong, 4th August, 1903. [357e]

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES

ALWAYS IN STOCK.

ORIENTAL COSTUMES AND
FANCY DRAPERYES
FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964e PATRONAGE RESPECTFULLY SOLICITED.

THE MUTUAL STORES.

GENERAL STOREKEEPERS,

WINE AND SPIRIT MERCHANTS,

25, Des Voeux Road* Central, Hongkong,
and
Shakee Street, Canton.

SOLE AGENTS FOR

"KIRIN" LAGER BEER.
PARKMORE GLENLIVET WHISKY.

Largest Importers in the Colony of
HEINZ FAMOUS PICKLES & PRESERVES.

FRESH AUSTRALIAN BUTTER.

Hongkong, 22nd September, 1903. [553e]

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

</

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S
CELEBRATED

E

BLEND

VERY OLD LIQUEUR

SCOTCH

WHISKY.

Our celebrated "E" Liqueur SCOTCH WHISKY is a Blend of the Finest WHISKIES distilled in SCOTLAND. Specially selected, of great age, very fine and mellow.

Its superior quality has established its reputation as the LEADING SCOTCH WHISKY IN THE EAST.

Per Dozen \$16.50

less 10 per cent. discount on account of current Exchange.

A. S. WATSON & Co.,
LIMITED,
WINE AND SPIRIT MERCHANTS.

TELEPHONE NO. 256.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. E. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
TEMPORARY STORE:
1ST FLOOR, 12, QUEEN'S ROAD,
(above Messrs. H. PRICE & Co.)

FURNITURE
DEALERS.
DRAWING-ROOM;
DINING-ROOM,
and BED-ROOM
FURNITURE.
ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PANTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.
Hongkong, 29th August, 1903.

[72d]

CARMICHAEL AND
CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS.
SURVEYORS AND CONTRACTORS.
REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. E. C. Code, 4th Edition.

A. I. Code.
Lieber's Standard Code.

TELEPHONE: 432.
Hongkong, 20th March, 1903.

[355c]

NOTICE.

All communications intended for publication by THE HONGKONG TELEGRAPH should be addressed to the Editor, 1, Le Munyon Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per mensis, proportional.

The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

Two celestials were sentenced by Mr. Sercombe Smith at the Magistracy this morning to pay a fine of \$100, or two days' imprisonment, and \$10, or fifteen days respectively, for breaking stones on Crown land without a permit.

Three native women were fined \$250, \$80 and \$15 respectively by Mr. Sercombe Smith at the Magistracy this morning for having in their possession a quantity of opium without a certificate from the opium farmers. The fines were all paid.

By the French mail steamer *Australien* leaving on October 12 passages from Singapore for Marseilles have been booked for His Excellency Sir Frank Swettenham, K.C.M.G., Capt. Barry, A.D.C., Mr. Bosanquet, P.S., and Mr. T. de M. Braddell.

An Indian tailor residing at No. 20 Austin Road, Kowloon, was sentenced to a fine of \$100 or three months' imprisonment, or the late Harbour Master at Hongkong, showed great courtesy towards a British shipmaster who, as already reported in the columns of the *Hongkong Telegraph*, sought his aid in regard to the serious insubordination of seamen on board the sailing ship *Kircudbrightshire* while at a foreign port in the neighbourhood of this Colony. We understand that the Colonial Office was approached and forwarded a letter from the guild with its enclosures to the Governor of Hongkong for a report on the matter which has been submitted to the Secretary of State for the Colonies.

It has been reported to the Merchant Service Guild that Commander Rumsey, R.N., the late Harbour Master at Hongkong, showed great courtesy towards a British shipmaster who,

At the meeting of the Finance Committee which was held immediately after the Legislative Council on Thursday last a sum of

two hundred and four dollars was voted in aid of the vote Observatory. Other Charges,

to meet the cost of flags required for making weather signals for the information of ship-

masters. It is now several months since the

Government decided to adopt the new system of signalling weather forecasts, which had

been proposed by the majority of masters

frequenting this port and whose propositions

have been voiced on different occasions

during the past three years by the Chamber

of Commerce, and we may now conclude

that the much desired method of transmitting such information by the use of conventional flags will shortly be in use in all the

stations in this colony. It would be interesting to know whether Waglan and Gap Rock

are to be supplied with a series of these

signals and thus enter into line as extra

typhoon signal stations. The advantages

which would result from such a measure

would be immense to navigation and the

cost but trifling. Both of these stations are

in communication with Victoria, the first by

telephone and the second by cable, and they

are also provided with flagstaffs capable of

holding the red and black typhoon symbols,

which, hoisted at an angle of 45°, could be

easily read during the calm weather

usually preceding these disturbances. If the

weather forecasts were sent twice daily to

these stations, at 8 a.m. and 4 p.m. for example, passing vessels could keep in touch

with the meteorological prognostics and not

waste valuable time in hovering around the

Gap Rock for several hours in the hope of

obtaining information and, as often as not,

eventually leaving without any. Should these two light-houses become typhoon

signal-stations, vessels which might happen

to be in their proximity when storm warnings

were hoisted, could seek shelter in the vicinity of St. John's, Mirs Bay, Bias Bay or any other of the numerous havens in this neighbourhood, and this without running miles out of their course, an advantage which is of

no small value in these days of rapid marine transit and international competition. We are convinced that our port authorities, if they have not already envisaged this new departure, have but to look into the question to recognise the immense advantages accruing were this new measure adopted. While we are on this subject we may mention that our recent article on "Proposed Light-house Improvements around Hongkong" has, we have reasons to believe, given rise to some discussion among shipmasters, therefore, in addition to the information already tendered, we may state that Waglan and Gap Rock are also fog-signal stations and to that effect are provided with guns firing a two or three pound charge of gunpowder at stated intervals, and we believe that this system works satisfactorily having as yet given no cause for complaint. To return to the question of typhoon warnings by means of the new signals some of our local navigators are of the opinion that the hoisting of the red flag in Hongkong will result in the creation of an unnecessary scare among the boat population and may stop the shipping when the storm is hundreds of miles away. Though this might happen during the first few occasions on which the new system comes into use, we are convinced that both mariners and boatmen would soon become conversant with the actual value of the signal. With a view to warning the junks and boats which ply outside of the harbour and which are often out of sight of the signal stations, the numerous steamers and launches patrolling the waters of the Colony might be induced, when the black flag is up, to fly a similar signal from their vessels.

It is probable that early next year Hongkong may receive a visit from what promises to be one of the most successful companies that has ever toured in the East. The proprietors are Mr. Clive, who is well known as the lessee of the Mussoorie Bank, Honkay, and Mr. R. Leslie, who was at one time connected with the Crystal Palace. The Novelty Theatre at Bombay has been engaged for two months from the 2nd November, and after appearing in the Straits and some of the principal cities in the Far East, the company will return to this country.

The British cruiser *Fearless* arrived from Wei-hai-wei this morning.

PARCEL mail for Europe per s.s. *Balaarat* will close at 3 p.m. on Friday, the 25th instant.

Mail your films and Kodak orders to LeMunyon, P.O. B. 368—Advt.

THE British cruiser *Fearless* arrived from Wei-hai-wei this morning.

THE purchases of black tea in Shanghai, for this season only amount to 3,000 half chests and the present stock of 22,000 half chests has still to find buyers.

THE claim of Mr. G. H. Druce to the Portland

dukedom and estates has advanced so far that all that remains is the proper arrangement of the case for presentation to the High Court.

A CORRESPONDENT aboard of H.M.S. *Europe* during the recent naval manoeuvres said she

steamed wonderfully well, but as a fighting machine she was probably of as much value as a bumboat.

A YOUNG Englishman named Doran swam across Lake Neuchatel recently, from Neu-

chatel to Cudrefin, a distance of seven kilome-

tres (4 1/2 miles), in spite of a high wind and

rough water, in 2 hrs. 50 mins., beating the

previous record for the swim by 55 minutes.

TWO celestials were sentenced by Mr. Sercombe

Smith at the Magistracy this morning to pay a

fine of \$100, or two days' imprisonment, and

\$10, or fifteen days respectively, for breaking

stones on Crown land without a permit.

THREE native women were fined \$250, \$80 and

\$15 respectively by Mr. Sercombe Smith at the

Magistracy this morning for having in their

possession a quantity of opium without a cer-

tificate from the opium farmers. The fines were all paid.

By the French mail steamer *Australien* leaving on October 12 passages from Singapore

for Marseilles have been booked for His

Excellency Sir Frank Swettenham, K.C.M.G., Capt.

Barry, A.D.C., Mr. Bosanquet, P.S., and Mr. T. de M. Braddell.

AN Indian tailor residing at No. 20 Austin

Road, Kowloon, was sentenced to a fine of

\$100 or three months' imprisonment, or the

late Harbour Master at Hongkong, showed

great courtesy towards a British shipmaster

who,

At the meeting of the Finance Committee which was held immediately after the Legislative Council on Thursday last a sum of

two hundred and four dollars was voted in aid of the vote Observatory. Other Charges,

to meet the cost of flags required for making weather signals for the information of ship-

masters. It is now several months since the

Government decided to adopt the new system of signalling weather forecasts, which had

been proposed by the majority of masters

frequenting this port and whose propositions

have been voiced on different occasions

during the past three years by the Chamber

of Commerce, and we may now conclude

that the much desired method of transmitting such information by the use of conventional flags will shortly be in use in all the

stations in this colony. It would be interesting to know whether Waglan and Gap Rock

are to be supplied with a series of these

signals and thus enter into line as extra

typhoon signal stations. The advantages

which would result from such a measure

would be immense to navigation and the

cost but trifling. Both of these stations are

in communication with Victoria, the first by

telephone and the second by cable, and they

are also provided with flagstaffs capable of

holding the red and black typhoon symbols,

which, hoisted at an angle of 45°, could be

easily read during the calm weather

usually preceding these disturbances. If the

weather forecasts were sent twice daily to

these stations, at 8 a.m. and 4 p.m. for example,

passing vessels could keep in touch

with the meteorological prognostics and not</p

TELEGRAMS.

(Reuters.)

The Balkan Trouble.

LONDON, 21st September.
Bulgaria has completed arrangements for concentrating 200,000 men on the frontier within one week. Two battalions fully equipped, left Philippopolis yesterday for Hermannia near the frontier amid the cheers of the populace.

LATER.

The Porte has directed the attention of Servia to the formation there of insurgent bands for Macedonia. Servia replies that hitherto she has done her utmost but unless the persecution of Christians and the excesses of Turkish troops cease and serious reforms are introduced, she will be unable to restrain the popular indignation in Servia. The Belgrade papers are cordially discussing the probability of a defensive alliance with Bulgaria against Turkey.

The Political Situation.

The papers continue to press Mr. Balfour to disregard personal party claims to appointments and to consider efficiency fully.

(N. C. D. Newt.)

The Discord in Macedonia.

A NEW HOLY ALLIANCE.

London, 18th September.

Austria has notified Bulgaria that if she is powerless to prevent the passage of hostile bands into Macedonia, Austria and Russia will charge Turkey to exercise her rights of defending her territory and maintaining internal order.

(Japan Exchange.)

The Russian Demands in Manchuria.

M. LESSAR ORDURATE.

Peking, 13th September.

Russia is active in her movements to carry out her object even the recent demand for Manchuria. M. Lessar threatens the Government by declaring that Russia will never withdraw from Manchuria if his demands are not complied with by China. It is reported that Prince Ching has told his aid-de-camp that China is not strong enough to reject the Russian demand. China relies on Japan for assistance; but the attitude of the latter is so indecisive that China is unable to put much trust in help from such a quarter.

The Commercial Department will shortly be opened for business. In the meanwhile official business will be attended to in a temporary building that has been erected for the purpose.

America is said to favour opening up the port of Antung. The Australia under command of Rear Admiral Evans was sent to the place a few days ago to look thoroughly into the matter—*jiji*.

Russia and Macedonia.

ALLEGED GUN RUNNING.

London, 14th September.

Austrian journals accuse Russia of sending enormous quantities of war materials to the Macedonian insurgents the object being one of duplicity in the hope of destroying Austro-Hungarian influence in the Balkans. The information is generally of a warlike character and points to the storm centre being to the north-east of Adrianopol: Vilayet—*Mut'chi*.

GARRISON AQUATIC SPORTS.

Members of the Sherwood Foresters held aquatic sports in the V.R.C. enclosure at Kowloon yesterday afternoon. A thoroughly enjoyable time was spent.

The results of the more important events are as follows:—

FOUR LENGTHS:—1, Godbar; 2, Kennie; 3, Bacon.

PLUNGING:—1, Bingley; 2, Savage; 3, Bristol.

UNDER WATER:—1, Stoner; 2, Jones; 3, Rinacob.

TEAM RACE:—1, Bacon; 2, Savage; 3, Godbar.

FOUR LENGTHS (For members of V.R.C.):—1, Mate; 2, Henderson.

QUARTER MILE:—1, Madin; 2, Coine; 3, Sconer.

SURVEYING THE CHINA COAST.

It is understood that the representations of the Merchant Service Guild to the Hydrographer to the Admiralty and the Board of Trade, regarding the inefficiency of the surveys and charts of the China Coast is bearing fruit. The Commander of H.M.S. *Rambler* recently requested the opinions of masters on the coast as to what parts they thought required surveying and, according to the *Merchant Service Guild Gazette*, he has expressed himself highly pleased with the suggestions he is receiving. The *Rambler*, under commander W.H. Moore, made an extensive survey of the China coast some nine or ten years ago, and has been continuously engaged in the work. She is now going to survey from the Island of Shweishan north to Kiao-chau Bay. The little *Waterwitch*, which pops in and out of the harbour during the winter months, has at last examined the Soctra shoal, where the *Soctra* struck three years ago. But it takes the surveying ships a long time to get wind, and it is hoped that now the Admiralty has at last been moved to action that the work will be pressed forward and a new chart prepared to supersede the present one which is one-sixteenth inch to a mile.

THE latest penny-in-the-slot machine is that which is about to be adopted at Southport, and will be nothing less than a penny-in-the-slot tramcar. These cars are to run between Birkenhead and Southport, and there will be only one man in charge, the driver. Passengers enter by the front platform, and place a penny in the slot. Then the driver lifts up a brass rod and admits the passenger, this setting the car in motion.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE SHIPMENT OF NATIVE CIGARS.

To the Editor of the "Hongkong Telegraph." Sir.—For a long time past great trouble has been experienced on board of a steamer trading between European ports and China owing to the unexperienced and, therefore, utterly useless Chinese crews being placed aboard ships by the boarding house masters at Hongkong. The men are unable to produce any discharge or papers of reference regarding experience, so that when a vessel gets to sea it is after found that instead of being a crew of capable men it is comprised of a set of ignorant coolies, and in case of emergency the ship has to be worked by officers and engineers. This sort of thing has been going on for some considerable time, and ought to be stopped without delay. European seamen are compelled to carry a book provided by the Board of Trade in which appears a list of discharges from the various ships on which the man has served. Without it he is unable to proceed on a voyage. Surely, this rule should be made applicable to Chinese when working under British articles. Further, I would suggest that the natives should have their photographs exhibited in the books and stamped by the official stamp of the Board of Trade, and made renewable every six months the person applying for same having to pay a small fee which I consider would be conducive to the best interests of shipowners and officers in their employ. If a person was found endeavouring to obtain employment by means of fraudulent representations he should be heavily fined. Hongkong and Shanghai are becoming hotbeds for "crims" and will soon outstrip the Redcliffe Highway or San Francisco or New York as they were in former days. I have known boys put on board at this port who have been instructed to run away at the next port where "crims" came off and immediately offered to find other hands. I have also heard of boys who have desired to remain aboard, but hoarding house keepers have compelled them to leave in order that other hands might be substituted. Boys have told me that if they did not leave at the request of the "crims" they would be unable to get another ship. I am convinced that if some action were adopted on the lines suggested the unscrupulous would be weeded out and passenger steamers secure a better class of men capable of performing their duties in a workmanlike manner. Hoping some one more able than myself to deal with the matter will come forward in an endeavour to urge the question upon the authorities. I am &c.,

M. MARINER.

Hongkong, 22nd September.

SANITARY BOARD.

A meeting of the Sanitary Board will be held to-morrow at 4.15 p.m.

ORDERS OF THE DAY.

Correspondence relative to the sites recommended to Government for the erection of public latrines and urinals.

The President pursuant to notice will move:—1. That the Board, under the provisions of section 30 of the Public Health and Buildings Ordinance, 1903, depute Dr. Macfarlane to institute summary proceedings before a Magistrate against any person contravening any of the bye-laws duly made under section 16 of the Public Health and Buildings Ordinance, 1903.

2. That the Board, under the provisions of section 236 of the Public Health and Buildings Ordinance, 1903, depute Dr. Macfarlane to institute summary proceedings before a Magistrate for the recovery of any penalty imposed by Part II of the said Ordinance or any bye-laws made thereunder.

Applications for exemption from the provision of a scavenging lane at the back of Nos. 41 and 43 Wing Lok Street.

Correspondence relative to proposed scavenging lane for 4 new houses between First and Second Streets.

Correspondence relative to the provision of open spaces, &c., for certain houses on Kowloon Island Lot Nos. 1050 and 1088.

Application for permission to erect a trough closet on Island Lot No. 1633.

Correspondence relative to a suggested site for the purpose of depositing rubbish, &c., during stormy weather.

Application for a licence to sell articles of food on premises known as No. 54 Quarry Bay.

Transfer of licences of Nos. 35 and 56 for the sale of fish and pork from Kong Ngen Yink to Yeng Chiu Cho.

Application for a licence to sell pork at No. 54 Shaukiwan West.

Application for permission to use the basements of Nos. 71 and 73 Hollywood Road, for the preparation and storage of food.

Correspondence relative to the insanitary condition of certain huts in Un Chow village.

Application for permission to erect two shrines in No. 39 Elgin Road, Kowloon.

Further application for exemption from the provision of a backyard for No. 39 Kramer Street.

Further correspondence relative to the application for permission to erect water closets at the Peak Hotel.

Application for a modification of the requirements of section 154 in respect of No. 3 Wyndham Street.

Application for a licence to sell pork at No. 66 Jardine's Bazaar.

Correspondence relative to using the kitchens of certain houses in Wellington Street for the preparation of food.

lime-washing return for the fortnight ended 15th September, 1903.

Rat return for the fortnight ended 21st September, 1903.

The North German liner *Kaiser Wilhelm der Grosse* has made the voyage across the Atlantic in five days 15 hours, 10 minutes, which beats her own previous best by six and a half hours. She took the short course and averaged throughout 12.5 knots an hour.

ROBBERY IN THE SUN-NING DISTRICT.

During the past two months robbers have been playing havoc with the villagers of the Sun-ning district, destroying their rice crops, stealing their cattle and injuring the people. This region is about four days' journey by launch from Canton and a correspondent informs us that, on the 20th inst., a raid took place in which several houses were ransacked and the inmates maltreated, one actually dying of strangulation. The paddy was all destroyed and cattle was stolen from several homesteads.

Thanks to the aid of one of the band who succeeded in obtaining employment in the village these scoundrels gained an entrance on the night of the 20th inst. and, armed with hoes axes and shovels, they assaulted the unfortunate inhabitants and plundered their houses, crops and cattle. This gang of scallywags, which is about twenty strong, retired to the hills with the plunder. It is stated that the district prefect is unable to cope with these bandits and that committee consisting of six elders of the village has come to Hongkong in order to kill Shien Chien.

Prince Su has applied to the Viceroy here for funds to assist him in doing the roads in Peking. Yuan Shikai has replied acknowledging the importance of the roads being repaired, but declaring his inability to aid the work in any way, too many local demands on his finances existing already. He suggests that Prince Su postpone the work a year.

Chou Fu has recently petitioned the Government to grant him money to deal with the floods in Shantung and the Yellow River. This has been refused; primarily, no doubt, because there is no money to spare in Peking, partly because the request ought not to have been made. The floods this year have, no doubt, been much heavier than usual owing to the rains; but in the ordinary course of things the Yellow River is a problem which might to a great extent be solved by a little forethought and labour. If the villagers in the various districts were encouraged to build up the banks much trouble might be avoided. But it is the object of the officials not to do this but to let matters get into such a state that a large sum of money is required to deal with it.

Much pleasure has been given locally by the announcement that the volunteers of other than British nationality who served under British orders in 1900 are to have the medal and clasp the same as the others. The list includes some seven or eight Americans and German names, the young son of the American Consul being among them. The lad showed remarkable pluck throughout and was in the thickest of the fight at the railway station.

The festivities after the hot weather are commencing to-night with a volunteer smoking concert. Things are so dull, however, and business so bad that a very lively season is not anticipated. Prospects continue to be very gloomy.

September 14th.

The inquiries made by a French and Chinese doctor sent by the Viceroy to Newchwang specially to investigate the reported plague outbreak, reveal a rather worse state of affairs than was anticipated. The one day they spent there a number of deaths occurred, and they learned that between 300 and 400 occurred the first twelve days of this month. It is reported that many Chinese leaving the place by rail have been taken ill on the train and their bodies have been shuffled off the train before reaching Shaukiwan. To those who know the ways of the "artless Chinese" nothing is impossible and but little improbable, but I am tempted to discredit this report, or at least think that a solitary case only may have been known. I have not yet ascertained what precautions the Russians are taking, but am inclined to think they are inadequate and it is exceedingly probable that they are too much alarmed at the outbreak to have organized any proper system of dealing with it, more especially as cholera is rife at Harbin.

The main reason for the great depression which is characterising the import trade, and has been for some time, has been definitely ascertained at last. It has been vaguely understood and hinted at for some time past, but facts have now been gleaned which make it practically certain. The imports are being brought to Chefoo and there transhipped into coasting junks and landed at a small native shipping port south-west of Taku, and conveyed from there inland by road and waterway direct to the consignees inland. The little place where this is done is named Chikouying. The Shansi bankers who have never returned to Tientsin since the trouble have opened a bank near this place in a big town called Yenshanhsien, in order to facilitate this new route. The object in thus diverting the trade is to avoid the enormous number of junks stations established by the local Government around Tientsin and which coming on top of the Maritime Customs dues, the River Imp. over tides, and the Chow Kwan, native Customs, just break the camel's back. Hundreds of thousands of taels worth are in this way being diverted from Tientsin's trade, and the authorities are supposed to be losing some Tls. 80,000 a month in dues in consequence. I may be wrong, but I cannot help fancying, however, the loss falls on very different shoulders. This new trade route is not only in China but it is remarkably near Tientsin and I can hardly imagine that the local officials are in such complete ignorance of this diversion, and would sit down quietly and face such a loss without attempting to remedy it, as their responsibility to Peking remains unchanged.

It seems quite obvious that the new route is meant to pinch the Maritime Customs and the foreign merchants, and may be part of a gigantic far-fetched scheme to ruin Tientsin, an idea which has found place in many minds since 1900. The Chinese are quite smart enough to realize that they can effect by diplomacy and trickery what they are unable to achieve by the sword, and the idea of starving out the foreign community of Tientsin may present itself. There are many points in the situation which point to deliberate creation. First the deliberate imposition of all kinds of junks stations round the city. The officials certainly cannot plead ignorance of these. Why are they not stopped? They are, there presumably for the express purpose of driving the trade into some other channel, and have apparently succeeded. The Shansi bankers could not, however, establish a bank near Yenshanhsien, not far from the Grand Canal, without the local authorities knowing it, and the fact that all this has been going on for some time and has never been commented on or stopped, points very strongly to Government connivance.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer.....1/10.

" Bank Bills, on demand.....1/10 to 3/16

" Credits, 4 months' sight.....9/10 to 9/16

" D'ments 4 months' sight.....1/10 to 1/16

ON BERLIN, (demand).....M. 1.88

ON PARIS, Bank Bills, on demand.....2/10

" Credits, 4 months' sight.....2/30

ON NEW YORK, Bank Bills, on demand.....4/5

" Credits, 30 days' sight.....4/5

ON BOMBAY, Telegraphic Transfer.....1/37

On demand.....1/37

ON SHANGHAI, Telegraphic Transfer.....7/1

Private 30 days' sight.....nom.

ON YOKOHAMA, T.T.8/1

Sovereigns, Bank's Buying Rate.....\$1.10

Gold Leaf 100 troy, per tael.....58.40

Kar Silver27.3/16

OPIUM QUOTATIONS.

To-day's quotations are as follows:

MAIWA NEW.....@ 900/10

" LAST YEAR.....@ 950/10

" OLDEST.....@ 1,040/10

PATNA NEW.....@ 1,078

" OLD.....@ No Sales

BENARES NEW.....@ 1,078

" OLD.....@ No Sales

PERSIAN (PAPER).....@ 750/800

PER CHEST.

ALL CLAIMS must be sent in to me or to

before the 3rd October or they will not be

recognised.

No Fire Insurance has been effected.

Shipping Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS:

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"CALCHAS"	On 1st October.
GLASGOW and LIVERPOOL	"TANTALUS"	On 7th October.
GLASGOW and LIVERPOOL	"ANTENOR"	On 24th October.
GLASGOW and LIVERPOOL	"OANFA"	On 31st October.
S.S. "PAKLING"	from Singapore has arrived.	

HOMEBWARDS:

FOR	STEAMERS	TO SAIL
MARSEILLE, LD'ON & A'WERP.	"GLAUCUS"	On 29th September.
LIVERPOOL	"IDOMENEUS"	On 9th October.
MARSEILLE, LD'ON & A'WERP.	"AGAMEMNON"	On 13th October.
MARSEILLE, LD'ON & A'WERP.	"PAK LING"	On 27th October.
* Taking Cargo for Liverpool at London Rates.		

TRANS-PACIFIC SERVICE:

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS.	"CALCHAS"	On 2nd October.
NACASAKI, KOBE and YOKOHAMA.	"OANFA"	On 2nd November.
S.S. "MACHAON" left Victoria 2nd inst. for Japan and Hongkong.		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd September, 1903. [8]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL
SHANGHAI	"TSINAN"	24th September.
ILOILO	"WUCHANG"	24th "
SHANGHAI	"MINGPO"	26th "
AMOY and MANILA	"KAIFONG"	27th "
MANILA, CEBU and ILOILO	"HUEPH"	30th "
MANILA	"TAIYUAN"	2nd October.
PONT DARWIN, THURSDAY ISLAND	"CHINGTU"	5th "
COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"OHINGTU"	5th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

§ REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 22nd September, 1903. [7]

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 26th Sept., at 10 A.M.
PERLA	1980	J. McGinty	CEBU and ILOILO	MONDAY, 28th Sept., at 5 P.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 3rd Oct., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 22nd September, 1903. [1208d]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship. Tons Captain To Sail
"INDRAVELLI" 4,890 R. P. Craven Oct. 14, 1903.
"INDRAPURA" 4,899 A. E. Hollingworth Nov. 14, " "
"INDRASAMHA" 5,197 W. E. Craven Dec. 14, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR ANPING*	"MAJDZURU MARU"	K. Akashi	SUNDAY, 27th Sept.
FOR TAMSUI*	"DAIGI MARU"	T. W. Groves	TUESDAY, 29th Sept.
FOR FOOCHOW*	"ANPING MARU"	J. Goto	SUNDAY, 4th Oct.
FOR TAMSUI*	"DAIJIN MARU"	T. Ogata	SUNDAY, 4th Oct.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trades of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for the class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will sail alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight-Passage and further Information, apply at the Co.'s Local Branch Office, at 5, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 23rd September, 1903. [1208e]

Shipping Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA,

REDUCED SALOON PAS-

SAGE MONEY.

SINGLE, \$20. RETURN, \$36.

STEAMERS fitted throughout with Electric

Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 8th July, 1903. [804e]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw

Steamer.

"KWONG CHOW."

1,474 Tons, Captain Walker, leaves HONG

KONG for CANTON at 8.30 P.M. on SUNDAYS,

TUESDAYS and THURSDAYS, returning

to Hongkong the following days leaving

CANTON at 5 P.M. Unexcelled Accommodation

for First Class Passengers. Ship lighted

throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hong

kong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 30th May, 1903. [132e]

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week

Days, at 7.30 A.M.; Excursion Sundays,

at 8.30 A.M.; from Macao, Week Days, at about

2 P.M. and Sundays about 7.30 P.M.

FARE.—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5.

2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class

Single Ticket, \$2; Return Ticket, \$3. Return

Ticket including Tiffin and Dinner either on

Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with

accommodations for two or more passengers.

WHARF.—At the Western end of Wing Lok

Street.

The Steamer runs an Excursion Trip EVERY

SUNDAY. It takes only 3½ hours to reach

Macao.

WING ON & CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 7th September, 1903. [132e]

FOR KOBE, NAGASAKI AND VLADIVOSTOCK.

THE Steamer

"SAVOIA."

Captain Deinat, will be despatched for the

above Ports, on FRIDAY, the 2nd October,

at Noon.

This Steamer has Superior Accommodation

for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office

Shipping

Arrivals			
Taishun, Ch. ss.	1,216	Jamieson, 2nd Sept.	
—Shanghai 19th Sept., Gen.—C. M. S. N. Co.			
Phu Chom Kiao, Ger. ss.	1,011	Reimers, 2nd Sept.	
Bangkok 12th Sept., Rice.—B. & S.			
Taksang, Br. ss.	977	Baker, 2nd Sept.	
Canton 2nd Sept., Gen.—J. M. & Co.			
Clara Jeben, Ger. ss.	1,03	Bendixen, 23rd Sept.	
Hongay 20th Sept., Coal.—J. & Co.			
Amara, Br. ss.	1,565	Mattock, 23rd Sept.	
Sourabaya 14th Sept., Sugar.—J. M. & Co.			
Lyeemoon, Ger. ss.	1,238	Lehmann, 23rd Sept.	
—Shanghai 20th Sept., Gen.—S. & Co.			
Huron, Br. ss.	1,789	Walsh, 23rd Sept., Moji	
17th Sept., Coals.—M. H. K.			
Nor. Nor. ss.	930	Thisson, 23rd Sept., Moji	
18th Sept., Coals.—Order.			
Uva, Br. ss.	1,287	McGinty, 23rd Sept., Cebu 18th Sept., Gen.—S. T. & Co.	
Pak Ling, Br. ss.	4,400	Conrad, 23rd Sept., Liverpool 14th Aug., and 17th Sept., Gen.—B. & S.	
Meefoo, Ch. ss.	1,321	Whitelow, 23rd Sept.	
Canton 2nd Sept., Gen.—C. M. S. N. Co.			
Tyr, Nor. ss.	1,718	Danielsen, 23rd Sept., Canton 2nd Sept., Coal.—E. A. T. Co.	
Atholl, Br. ss.	3,031	Porter, 18th Sept., San Francisco 18th Aug., Kobe 10th Sept., and Moji 13th, Gen.—C. S. S. Co.	
Bangkok, Ger. ss.	1,237	Busche, 6th Sept., Bangkok 30th Aug., Rice.—Order.	
Bygo, Nor. ss.	772	Gundersen, 10th Sept., Hongay 15th Sept., Gen.—S. W. & Co.	
China, Ger. ss.	1,113	Krueber, 17th Sept., Manilla 13th Sept., Gen.—E. A. T. Co.	
Coptic, Br. ss.	2,744	Rinder, R.N.R., 18th Sept., San Francisco 18th Aug., Honolulu 25th, Yokohama 5th Sept., Kobe 7th, Nagasaki 8th, and Manilla 16th, Mails and Gen.—O. & S. S. Co.	
Elisabeth Rickmers, Ger. ss.	5,58	Nebinger, 3rd Sept., Swatow 2nd Sept., Rice and Wood.—A. K. & Co.	
Emma Lukyan, Ger. ss.	2,000	Martens, 6th Sept.,—Saigon 2nd Sept., Rice, and Gen.—E. A. T. Co.	
Finsbury, Br. ss.	1,000	Jones, 10th Sept.,—Hamburg 21st July, and Port Said 10th Aug., Gen.—S. W. & Co.	
Gregory Apcar, Br. ss.	2,940	Olfent, 20th Sept.,—Calcutta 6th Sept., and Singapore 16th, Gen.—D. S. & Co., Ltd.	
Haiching, Br. ss.	1,267	Passmore, 22nd Sept.,—Foochow 18th Sept., Amoy 19th, and Swatow 21st, Gen.—D. L. & Co.	
Hinsang, Br. ss.	1,336	Sawer, 10th Sept.,—Java 9th Sept., Sugar.—J. M. & Co.	
Hupueh, Br. ss.	1,204	Muthus, 2nd Sept.,—Canton 21st Sept., Gen.—D. & S.	
Kaga Maru, Jap. ss.	3,907	Anderson, 22nd Sept.,—Shanghai 19th Sept., Gen.—N. Y. K.	
Kanagawa Maru, Jap. ss.	3,823	McKenzie, 21st Sept.,—London 15th Aug., and Singapore 16th Sept., Gen.—N. Y. K.	
Knias Govtschakow, Ger. ss.	2,140	Korsch, 21st Sept.,—Moji 17th Sept., Ballast.—B. & Co.	
Kong Beng, Ger. ss.	862	Ziegenbein, 10th Sept.,—Bangkok 10th Sept., Rice and Timber.—B. & S.	
Koun Maru, Jap. ss.	1,783	Minamikawa, 21st Sept.,—Kobe 27th Sept., Coal and Gen.—T. Yok Chon.	
Loongmoon, Ger. ss.	1,245	Amoy 10th Sept., Gen.—S. & Co.	
Loosok, Ger. ss.	1,021	Schnur, 16th Sept.,—Bangkok 10th Sept., Rice and Wood.—B. & S.	
Mazagon, Br. ss.	3,280	Hall, 21st Sept.,—Bombay 2nd Sept., and Singapore 15th, Gen.—P. & O. S. N. Co.	
Oakley, Br. ss.	2,450	Wilson, 16th Sept.,—Moj 10th Sept., Coals.—B. & Co.	
Oscar, Nor. ss.	2,000	Chan, Tap Tuanco, Tan Suanco, D. U. Con, Lu Do and child, Tan Bon Ong and child Lim Guia and child, Tan Jim Choc, Go Guinco and Mariano Tap Chin.	
Patrol, Br. ss.	1,228	Dunnall, 21st Sept.,—Ballast.—E. E. & A. Telegraph Co.	
Patrol, Br. ss.	1,228	Dunnall, 21st Sept.,—Ballast.—E. E. & A. Telegraph Co.	
Petchaburi, Ger. ss.	1,375	Hillmann, 10th Sept.,—Bangkok 11th Sept., and Swatow 16th, Rice and Gen.—B. & S.	
Primus, Nor. ss.	1,000	Meyer, 18th Sept.,—Moji 4th Sept., and Amoy 16th, Ballast.—S. W. & Co.	
Swatow, Amoy and Foochow—Per Haiching, 25th inst., 9 A.M.			
Swatow, Singapore and Bangkok—Per Pekaburi, 25th inst., 9 A.M.			
Manila—Per Yuensang, 25th inst., 3 P.M.			
Manila—Per Zafiro, 26th inst., 9 A.M.			
Shanghai, Nagasaki, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per Tacoma, 24th inst., 11 A.M.			
Shanghai—Per Pakong, 24th inst., 11 A.M.			
Macao—Per Hengshan, 24th inst., 12.15 P.M.			
Swatow and Shanghai—Per Taksang, 24th inst., 2 P.M.			
Cebu and Illoilo—Per Wuchang, 24th inst., 3 P.M.			
Shanghai—Per Meesoo, 24th inst., 3 P.M.			
Shanghai—Per Taiwan, 24th inst., 4 P.M.			
Sanbue—Per Hot Fu, 24th inst., 5 P.M.			
Namtau—Per Taichun, 24th inst., 5 P.M.			
Macao—Per Wingchot, 24th inst., 5 P.M.			
Canton—Per Powan, 24th inst., 5 P.M.			
Swatow, Amoy and Foochow—Per Haiching, 25th inst., 9 A.M.			
Swatow, Singapore and Bangkok—Per Pekaburi, 25th inst., 9 A.M.			
Manila—Per Yuensang, 25th inst., 3 P.M.			
Manila—Per Zafiro, 26th inst., 9 A.M.			
Shanghai, Nagasaki and Vladivostock—Per Tacum, 30th inst., 11 A.M.			
Manila, Cebu and Illoilo—Per Hupchot, 30th inst., 3 P.M.			
Singapore and Calcutta—Per Sambia, 1st Oct., 11 A.M.			
Kobe, Nagasaki and Vladivostock—Per Savota, 2nd Oct., 11 A.M.			
Kobe—Per Taiyan, 2nd Oct., 3 P.M.			
Manila—Per Rabi, 3rd Oct., 9 A.M.			
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Chingtu, 5th Oct., 3 P.M.			
Europe, N. India, 2nd Oct., 11 A.M.			
Shantung, Ger. ss.	1,004	Engelhart, 21st Sept.,—Shanghai 18th Sept., Ballast.—Mr. G. McBain.	
Shantung, Ger. ss.	1,004	Engelhart, 21st Sept.,—Shanghai 18th Sept., Ballast.—Mr. G. McBain.	
Shaohsing, Br. ss.	1,307	Hattris, 21st Sept.,—Wuhu 16th Sept., and Chinkiang 17th, Grain—B. & S.	
Shini Maru, Jap. ss.	1,056	Oshida, 27th Aug.,—Moji 20th Aug., Coal—Order.	
Solveig, Nor. ss.	2,361	Carlael, 18th Sept.,—Samara 9th Sept., Sugar.—M. & Co.	
Tacoma, Am. ss.	2,605	Ridley, 10th Sept.,—Tacoma via Moji 4th Sept., Gen.—D. & Co., Ltd.	
Tatar, Br. ss.	2,768	Beetham, 19th Sept.,—Vancouver 24th Aug., and Shanghai 16th Sept., Gen.—C. P. & Co.	
Wuchang, Br. ss.	80	Sommerville, 20th Sept.,—Illoilo 17th Sept., Gen.—B. & S.	
Yik Sang, Br. ss.	1,950	Bowker, 22nd Sept.,—Canton 21st Sept., Gen.—J. M. & Co.	
Yoneyan Maru, Jap. ss.	1,019	Yamamoto, 22nd Sept.,—Moji 16th Sept., Coal.—M. B. K.	
Yuensang, Br. ss.	1,128	Payne, 21st Sept.,—Manila 12th Sept., Gen.—J. M. & Co.	
Zafiro, Br. ss.	1,011	Rodger, 21st Sept.,—Manila 19th Sept., Gen.—S. T. & Co.	
Knias Govtschakow, " Aberdeen	"		

traders Exported

Vessel	From	Agents	Date
Australian	Manila	G. L. & Co.	Sept. 24
Coromandel	Singapore	P. & O. Co.	Sept. 24
Indramayu	Manila	J. M. & Co.	Sept. 26
Emp. of China	Japan	C. P. & Co.	Sept. 28
Korea	Imp. in ...	P. M. Co.	Sept. 28
Luzon, Am. ship	N. Y. K.	Sept. 28	
Arraton Apas	Singapore	D. S. & Co.	Sept. 28
Saxonia	Singapore	H. A. L.	Sept. 28
Iindravelli	Portland	P. & A. Co.	Oct. 5
Laitang	Calcutta	J. M. & Co.	Oct. 5
Goetic	San Francisco	P. M. Co.	Oct. 5
Tenian	Sydney	B. & S.	Oct. 12
Clavering	San Francisco	C. C. Co.	Oct. 14

Vessels in Port

STRAMMERS			
Amara, Br. ss.	2,161	Routledge, 12th Sept.,—Cardiff 1st Aug., Patent Fuel.—Government.	
Andreae Rickmers, Ger. ss.	1,020	—Koh-sichang to Paduan N.W. to S.W. winds, heavy rain, rough sea, there to port light N.E. winds and calms, high N.E. swell. Western of Lingting saw a red b. by drifting.	
Perla, Br. ss.	1,287	Light variable breeze, and fine clear weather from Cebu to Kapones, thence fresh to moderate N.E. breeze, and rough beam sea to the Pratas, thence moderate to light E.N.E. breeze, and moderate sea into port.	
China, Ger. ss.	1,113	Ships Passed The Canal.	
Outward—1st September—Nippon, Lerwick, Glenochy, Hermann, 5th September—Sophie Rickmers, Hermiston, Kaisow, Catchas, 8th September—Shanghai, Roon, Monmouthshire, 12th September—Sado Maru, Malla, Lydia, Benwell, Tantalus, 16th September—Kennebe, Ernest Simons, Heatsford, Sachsen, 18th September—Pria, Albenia, Marburg, Sibb, Polymenus, Glenroy.			
Homeward—8th September—Japan, Wurzburg, 18th September—Caledonian.			
Arrivals at Homo—1st September—Benlmond, Princesse Marie, Tamba Maru, 5th September—Arara, Tibergen, Manchuria, 8th September—Hamburg, Prins Heinrich, Glenes, 12th September—Glenary, Ceylon, Neway, 16th September—Stenor, 18th September—Trieste.			

Shipping Reports.

Str. *Taishun* from Shanghai—Fine clear weather, with light to moderate S.Wly winds to Lat. 17° N., from thence to port moderate N.E. winds, and N.E. sea.

Str. *Amara* from Sourabaya—Fine clear weather, with light to moderate S.Wly winds to Lat. 17° N., from thence to port moderate N.E. winds, and N.E. sea.

Str. *Perla* from Cebu—Light variable breeze, and fine clear weather from Cebu to Kapones, thence fresh to moderate N.E. breeze, and rough beam sea to the Pratas, thence moderate to light E.N.E. breeze, and moderate sea into port.

Str. *China* from Manilla—Light variable breeze, and fine clear weather from Manilla to Port Blair, thence fresh to moderate N.E. breeze, and rough beam sea to the Pratas, thence moderate to light E.N.E. breeze, and moderate sea into port.

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*34, Queen's Road Central,
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*R. G. HECKFORD,
MANAGER.*

September 7th.